

PHOTOGRAPHIC KITE HOBBYISTS FLM VOLCANOES

Party of Wealthy Easterners
Take Outing To Assist in
Depicting of Kilauea

RESULTS WILL SHOW AT
HARVARD UNIVERSITY

Expedition Organized Following
Visit of Professor Curtis to
Hawaii Last Year

(From Wednesday Advertiser.)

Active and extinct volcanoes of Hawaii are to be photographed from picture-taking kites to give to scientists material on which to compare the Hawaiian volcanoes with those of the moon as well as to furnish material evidence for the construction of a model of the crater of the volcano of Kilauea which will repose in the halls of Harvard University.

The taking of these pictures is to be done by J. P. Haworth, J. P. Haworth, Jr., W. J. Porter and Louis Meese, all of whom arrived yesterday on the Washingtonian and are guests of the Young Hotel. They will leave for Hilo on this afternoon's boat.

Haworth To Have Model

When the pictures are taken and topographical data of the volcanoes secured and meteorological observations of the surrounding country made the entire information will be turned over to G. Carroll Curtis of Boston, who visited Hawaii last year and who has been engaged by Harvard University to construct a model of the Kilauea crater.

Mr. Haworth and his party came to Hawaii as aides to Mr. Curtis. Yesterday they were all reticent in regard to their mission here. Last night the elder Haworth was induced to talk somewhat after it had been ascertained that he and all the members of his party were independently wealthy and that their proposed photographing of Hawaii volcanoes was more of a "hobby" than anything else.

Work In Interest of Science

Approached in this direction the elder Haworth said:

"Yes, we are here to take photographs of the Hawaiian volcanoes. We are doing so in the interests of science and also to assist Mr. Curtis in his construction of the Kilauea crater model for Harvard. Kite photography has been a hobby with me for fifteen years. I have taken many photographs from the air and it gives me pleasure to be able to assist Mr. Curtis in his work. I believe we will find the work of photographing Hawaiian volcanoes from kites quite interesting and we will get the photographs if it takes all summer."

Kite Photography a Hobby

Mr. Haworth is a small man, with sparse hair tinged with gray, but his every movement is alert and quick and he delights in nothing more than discussion of kite photography. As he says it is his hobby. He is a wealthy manufacturer and merchant with interests in Pittsburgh and New York. Mr. Porter is a member of one of the largest irrigation pipe manufacturing companies in the country. Mr. Meese has been in the employ of the Haworth company for 17 years. Young Haworth is a typical son of the old man.

The elder Mr. Haworth was asked by whom the expedition was being financed and in whose interests it was being taken. He replied:

"Just to help out Mr. Curtis and to satisfy our own pleasures. We are allowed a nominal sum from his fund, perhaps it may pay for our apparatus and perhaps it may not."

Palatial Hill Liner Leaves San
Francisco For Honolulu,
Via Los Angeles

Fred L. Waldron, agent for the Hill liner Great Northern, was advised that the palatial steamer left San Francisco for Honolulu yesterday, via Los Angeles. The vessel will leave the Southern California port tonight, and breaking all records across the Pacific will arrive here next Sunday morning, completing the voyage in a little more than four days. The Great Northern will remain here until February 23, sailing for Hilo on that date. A day will be spent at the Crescent City and the vessel will make her homeward trip, arriving in Los Angeles on March 1 and San Francisco on March 2.

Aboard the Great Northern are 250 passengers, the majority of whom have made the voyage from the Atlantic on the vessel, via the Panama Canal, on her maiden trip.

The vessel will have accommodations for 150 passengers who may wish to make the passage to San Francisco via Los Angeles in practically the same time as by the regular liners leaving here for San Francisco direct. Already a number of passengers have booked for this voyage and reservations are being made at the office of Fred Waldron daily.

The Great Northern will dock at Pier 7 Sunday morning and the vessel will be thrown open to the general public for inspection. Through the courtesy of the local agents, Honolulu will be able to view what is termed the last word in marine construction. Upon her return to San Francisco the Great Northern, with her sister ship, the Northern Pacific, will be put on the run between San Francisco and Portland in competition with the railroads running between these points.



LOCAL FIRM IN RICE BUSINESS

Phillips & Company of Honolulu
Start a New Industry in
California

Shipping rice to New Orleans sounds something like shipping coal to Newcastle, but that is an experiment which Phillips & Co. of Honolulu are now attempting. The company, with headquarters in Honolulu, has recently gone extensively into the rice business in Northern California. Phillips & Co. recently completed a rice mill at Sacramento, California. The first shipment of rice grown in Colusa County was received there about two weeks ago. It comprised 1,000,000 pounds, valued at \$32,000. A special train, christened the "Rice Special," was required to bring the rice to the California capital. From there it was transferred to a steamer and shipped direct by water to New Orleans.

The Phillips mill is the biggest west of the Missouri River. It has a capacity of 3,000 sacks a day, and began operations January 27. Between fifteen and twenty men are employed in the concern.

Experienced Rice Men
S. M. Phillips, manager of the concern, is an experienced rice man. He has established connections with 3,000 brokers in the United States and has products, which hereafter will be manufactured principally in Sacramento, will be sold by these brokers in all parts of the United States and Europe.

BET ACREAGE IS BEING INTRODUCED

Willett & Gray in their last review of the condition of the beet crop throughout the United States show that the beet growers on the mainland are engaged in increasing their acreage for the coming year. The review, which is given here in full, is based principally on government weather reports for the week ending January 25.

Colorado—The past week has been generally clear, with some light snow. Temperatures have varied, but have ruled low during most of the period. These sharp changes are not favorable for the beet roots still in store.

California—The weather continues very favorable for field work and for planting the beet crop. Temperatures ruled moderately low during the week and light rains fell on several days.

United States Field and Factory—Notes from the press: The work of preparing land for beet is going forward rapidly in Southern California and planting will soon be started. In northern Utah and Idaho contracting for next year is very active, and a much larger acreage than at the same time last year has already been secured.

While the Knight Sugar Co. has definitely decided not to remove its Raymond, Alberta, factory to the neighborhood of Salt Lake City, Utah, it has rejected three tentative sites in Davis County near Ogden, and is reported to have surveyed one of them. If the farmers near Raymond do not soon contract sufficient acreage to enable the factory to remain there, it will very likely be removed, as the farmers of Davis County have already agreed to raise 3,000 acres. The company offers to sell its factory for \$25,000.

The Loveland, Colorado, factory finished the campaign about January 14, after a very successful season. Fort Collins finished on January 15, after a successful season of 100 days. The finishing factory is not expected to finish until the last of the month.

The Grand Island, Nebraska, factory finished on January 14, after one of the most successful campaigns in years. Beet contracting is very active this year both in Ohio and in all parts of Michigan. Owing to the advanced prices the acreage promises to show a good increase over last year. The Michigan factory is finding contracting easy at \$6 per ton, and many growers are doubling the acreage they grew last year. To January 1 5,000 acres had been secured, 5,000 acres more than at the same time last year. It is said that the Fremont, Ohio, factory may operate again.

M'COMB-BELL

William McComb, of this city, and Mrs. May Bell, of San Francisco, were married by Rev. Edwin E. Grace, pastor of the Methodist Church, in the parlors of the church at half past one o'clock yesterday afternoon. Mrs. Howard, of San Francisco, and W. H. Ziegler were respectively matron of honor and best man. Among others present at the ceremony was Miss Alice Ziegler, who returned in the steamer Wilhelmina from San Francisco yesterday morning after an absence of eight years from Honolulu.

Mrs. McComb arrived in the Wilhelmina yesterday morning from San Francisco, as did Mrs. Howard, who acted as matron of honor later at the wedding of the young couple. Mr. McComb is a civil engineer connected with the naval work in Pearl Harbor. The newly married couple will make their home in Kaimuki.

Hawaiian and Philippines Sugars Show No Deterioration Under Strong Test By New York Sugar Trade Laboratory

Hawaiian and Philippines sugars are the only ones not to show deterioration in competition with the products of the British West Indies and Cuba. This was brought out in the recent report of the chemist in charge of the New York Sugar Trade Laboratory and was submitted at the annual meeting of the directors of that organization held at New York January 20. Local sugar men feel very much pleased with the showing made by Hawaiian sugar as well as that from the Philippines. Practically all of the Philippine sugar is manufactured practically under the same conditions and in the same kind of mills as those in use in this Territory. The report of C. A. Browne, chemist in charge of the New York Sugar Trade Laboratory, is given herewith in full:

The Directors of New York Sugar Trade Laboratory, Inc. Gentlemen—Your chemist has the honor to submit herewith the report of the New York Sugar Trade Laboratory, Inc. for the year ending December, 1914.

All assistants have continued to render faithful and efficient service and no changes have been made in the personnel of the laboratory. During the heavier work of the summer months an additional assistant chemist was engaged as in previous years.

The constant temperature laboratory for polarizing sugars at 20°C (68°F) has continued to give satisfactory service. The cost of operating the refrigerating machinery for 1914 was \$154.10 for 1789 ft. of electric current for power and \$11.30 for 11,392 cubic feet of water for the ammonia condenser, making a total of \$165.55. Artificial cooling of the laboratory was necessary upon 716 days.

MANY REQUESTS FOR RETESTING

More requests for the retesting of reserve samples were made in 1914 than in any previous year. The cause of this was due to deterioration of sugar. In order to determine the amount of deterioration which laboratory samples undergo 500 reserve containers were opened in October, after four to five months from the time of sampling, and the sugars retested with the following results:

Source of Sugar.	No Deterioration	Slight Deterioration	Storing Deterioration
Cuba	45%	25%	30%
British West Indies	40	10	50
Hawaii	100		
Philippines	100		

SUGAR ABOARD IS CHEAPER THAN HERE

PHILADELPHIA, January 28.—Wholesale grocers and commission men in the eastern part of the United States are paying \$1.07 more a hundred pounds for refined sugar than Great Britain is paying for shipments from the same refineries. This discrimination in favor of foreign buyers is the practice of all seaboard refineries, according to information supplied here today by a leading distributor.

"It would be exceedingly interesting," he said, "for congress to demand the production of the books of the American refiners to show the prices charged the domestic consumers as against the foreign consumer on the same date, bearing in mind that the refiner in the case on sugar exported is allowed a drawback equal to the amount of the duty previously paid by him for the raw sugar brought into this country."

"The duty on raw sugar from Cuba is approximately \$1.00 a hundred pounds. The refiners' price last week was \$4.95 less 2 per cent for cash, making the net cost to the wholesaler \$4.851. When refined sugar is exported, however, the government allows a drawback of \$1.01, making the sale price \$3.841. The figures seem to have been shaded by the British Board of Trade, which was enabled to contract at \$3.78."

Water Flow in Tunnel Under Control—Reports To Be Submitted At Meeting

Excellent progress is being made on the Waialae project, according to reports brought to the Waialae yesterday. The tremendous flow of water recently encountered in the main tunnel is now said to be effectively checked. This was accomplished by plugging up the bore holes in the tunnel. The tunnel is now being cemented lined to prevent a seepage of the flow. This is the only thing that has retarded progress of the work. Of the 14,440 feet of tunnel comprising the principal part of the project less than 2500 feet now remain uncompleted.

Of the entire project it is stated that more than seventy-five per cent has been completed.

These facts, it is believed, will be brought out in the reports to be submitted at the annual meeting of the Onu Sugar Company to be held at the offices of H. H. H. & Co. tomorrow morning at ten o'clock. So far as can be learned there is no present indication of the directors of the company to increase the present monthly dividend of one-half of one per cent. No change will be made in this until the company is certain of the future of the sugar industry and to know that the property can be more profitably handled than at present under a Democratic administration.

TO CURE A COLD IN ONE DAY

Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box.

PARKE MEDICINE CO., ST. LOUIS, U.S.A.

HAWAIIAN AND PHILIPPINE SUGAR LEAD

Hawaiian and Philippine sugars, which had been water damaged, showed usually a marked deterioration, but undamaged sugars from these islands showed no decrease in test. The average loss in polarization for the deteriorated Cuban marks was 1.20 with a maximum of 5.36 and for the deteriorated B. W. I. marks 1.75 with a maximum of 4.30.

The number of polarizations of sugar rendered to buyers and sellers for 1914 is as follows:

Buyers	17,634
Sellers	17,630

COMPARATIVE FIGURES SUBMITTED

The following summary gives a comparison of the work of 1914 with that of previous years:		
Number of Samples Polarized	1914	17,634
Number of Samples Polarized	1913	17,063
Number of Samples Polarized	1912	16,127
Number of Samples Polarized	1911	15,546
Number of Samples Polarized	1910	15,069
Number of Samples Polarized	1909	9,636
Number of Samples Polarized	1908	8,973
Average of Polarization for	1914	93.15
Average of Polarization for	1913	92.71
Average of Polarization for	1912	92.02
Average of Polarization for	1911	91.19
Average of Polarization for	1910	90.19
Average of Polarization for	1909	94.88
Average of Polarization for	1908	94.83

Very Respectfully,
C. A. BROWNE, Chemist in Charge.

SAYS TARIFF WILL NOT BE TOUCHED

Chicago Republican Reiterates
That Sugar Will Be Admitted
Free After 1916

"I agree with Senator W. Sumnerfield, whose interview appeared in The Advertiser this week, to the effect that free sugar will go into effect at the time specified in the Underwood law."

So said J. Louis Smith, a visitor to Honolulu from Chicago and a life-long Republican.

"I spent some time in Washington during the past two years," he continued, "and I have come to know the power of the present Wilson administration. You perhaps have noticed that Wilson has not compromised on anything he has started out to accomplish. He set 1916 for the coming into effect of the free sugar clause of the tariff law. It was part of his program and he will not be deterred. All that will prevent it is to have his followers go back on him. So far they have stood by him to a man on every vital issue."

Determined to Program

"The manner in which the Democrats are insisting upon the passage of the present merchant marine law shows how determined they are to 'program.' They are going through with that plan, despite the Republican filibuster. Perhaps it will mean an extra session of congress, but that will not deter them."

"It was the same with President Wilson's about-face policy regarding the passage of the ship through the Panama Canal. His banking law also went through with the aid of his Democratic majority."

"Unfortunately conditions arose at the beginning of the discussion on a tariff on sugar. As a result of these unexpected events, which many residents of Hawaii will recall, Wilson was made more determined than ever that a tariff on sugar should not prevail. His next step toward a compromise was to agree when the free tariff on sugar should go into effect."

Will Tax the People
"We are now facing a seventy million dollar deficit in our revenue laws, the result of this tariff agitation, but the government feels that this can be easily made up by the levying of a small tax on the people. Free sugar is not worrying Wilson, he stands for it, and unless something radically different takes place soon he will not recede from his position."

"In my opinion free sugar will be one of the important issues of the next campaign and may be the one which the present administration will go down to defeat."

Among the arrivals on the Tenyo Maru was Rt. Rev. John McKim, Bishop of Tokyo. The bishop, who was accompanied by Mrs. McKim, has taken a cottage at the Seaside, intending to remain in Honolulu for some weeks. Bishop McKim has been in Japan for many years and was elevated to the Episcopate in 1893.

With the Bishop was Mrs. McKim's sister, Mrs. George Wallace, whose husband was in charge of the Second Congregation at St. Andrew's Cathedral for several years prior to 1890. Mrs. Wallace continued the voyage to San Francisco in the Tenyo.

Bishop McKim will preach at St. Andrew's Cathedral Sunday morning.

SEA LOSSES HAVE BEEN VERY HEAVY

Insurance Company Becoming
Alarmed And May Increase
Their Rates

NEW YORK, February 8.—Marine insurance losses since the first of December in which American insurance underwriters are interested are estimated by reliable authorities to reach the sum of \$15,000,000. The volume of losses, from stranding, foundering, abandonment at sea and weather damage, has steadily increased and unless conditions take a turn for the better, underwriters intimate that rates will be advanced to a level warranted by the experience of the past few months.

The collision between the schooner Elizabeth Palmer and the American Hawaiian line steamer Washington, resulting in the loss of both vessels, which occurred early last week, is the heaviest single loss sustained by American insurance underwriters in over a year, and constitutes the keystone of the foregoing list of marine losses reported in the past eight weeks. Washington's loss \$1,250,000.

The sinking of the Washington, which will be a total constructive loss, has hit the underwriters to the extent of \$1,250,000. The cargo of sugar of 8000 tons was valued at \$750,000, while the vessel and freight charges were insured for an additional \$500,000. The schooner Elizabeth Palmer was one of the largest sailing vessels on the Coast. Sail vessel insurance business is mainly confined to Boston, and it is understood that the Elizabeth Palmer, which capsized while being towed to Delaware Breakwater by a revenue cutter, was valued at \$150,000.

Another heavy loss, amounting to \$180,000, is that of the Norwegian steamer Obidense, which stranded on the Shetland near Harwick, a short time ago, while bound from Rotterdam for New York with a full cargo. The Obidense was formerly a Root Line steamer and was, after being sold, engaged in the banana trade. The steamer was insured on a value of \$350,000. The cargo taking up the balance of the \$180,000 loss. Reports from Lloyd's state that the Obidense is being broken up by the waves and will be a total loss. Inspect Elvingsen Loss.

A loss which underwriters are investigating with a view to ascertaining whether it was a war or marine loss is that of the Norwegian steamer Bjornvig, which foundered sixty miles off Rockwell while on a voyage from New York to Gothenburg. The underwriters here are not interested in the loss, which was valued at \$75,000, but the cargo, consisting largely of foodstuffs and entirely insured here, was valued at \$150,000. Details as to the cause of the vessel foundering have not as yet been received. Some underwriters believe that the vessel hit a mine, thus making the loss coverable only by war insurance.

A loss of \$150,000 in cargo alone was caused when the Danish motor ship Malakka stranded on Cebras Island, 300 miles south of San Diego, Cal., while bound from San Francisco for Europe with a large cargo of Pacific Coast products. The Malakka was a new vessel, built in 1914, and owned by the East Asiatic Company of Copenhagen.

BEDRIPPEN WITH ECZEMA SIX WEEKS

Itching, Burning Eruption from
Head to Foot—Doctor Gave Her
Up Entirely—First Application of
Cuticura Brought Relief and Sleep.

CUTICURA REMEDIES EFFECT PERFECT CURE

"Four years ago I suffered severely with a terrible eczema, being a mass of sores from head to foot and for six weeks unable to get on my feet. During that time I suffered continual torture from itching and burning. After being given up by my doctor I was advised to try the Cuticura Remedies. After the first bath with Cuticura Soap and application of Cuticura Ointment I was able to get on my feet. The treatment was continued for about three weeks. At the end of that time I was able to leave the house, entirely cured, and have felt no ill effects since. I would advise any person suffering from any form of skin trouble to try the Cuticura Remedies as I know what they did for me. Mrs. Edward Nennig, 1113 Salina St., Watertown, N. Y., April 11, 1909."

good sleep during my entire illness. I also used Cuticura Resolvent and the treatment was continued for about three weeks. At the end of that time I was able to leave the house, entirely cured, and have felt no ill effects since. I would advise any person suffering from any form of skin trouble to try the Cuticura Remedies as I know what they did for me. Mrs. Edward Nennig, 1113 Salina St., Watertown, N. Y., April 11, 1909."

Cuticura Soap Soothing, Cooling, Refreshing for Tender Skins.

Because of its delicate, emollient, anesthetic, antiseptic properties derived from Cuticura, united with the purest of saponaceous ingredients and most refreshing of flower odors, Cuticura Soap is unrivaled for cleansing, preserving and purifying the skin, scalp, hair and hands, for dispelling itching, irritation and inflammation and preventing clogging of the pores, the cause of many disfiguring facial eruptions. All who delight in a clear skin, soft, white hands, a clean, wholesome scalp and live, glossy hair, will find that Cuticura Soap realizes every expectation.

Cuticura Soap (U.S.A.) Cuticura Ointment (U.S.A.) Cuticura Resolvent (U.S.A.) Cuticura Soap (U.S.A.) Cuticura Ointment (U.S.A.) Cuticura Resolvent (U.S.A.) Cuticura Soap (U.S.A.) Cuticura Ointment (U.S.A.) Cuticura Resolvent (U.S.A.)

MAYOR PREACHES STERN SERMON TO SUPERVISORS

Puts Stop To All Horseplay and
Tells Committee Members
To Work Together

OUTDOOR CIRCLE IS
GIVEN AN AUDIENCE

Position of Office Engineer Is
Created At Request of
Whitehouse

(From Wednesday Advertiser.)

A Great mass of small business was transacted by the board of supervisors at their regular meeting last night. For more than two hours the full board, with Mayor Lane presiding, waded through reports, communications, resolutions and ordinances.

One of the big features of the meeting was the visitation of a committee from the Outdoor Circle, composed of Messrs. F. J. Lowrey, A. E. Murphy, W. L. Moore, Mrs. L. A. Thurston and Miss K. Ward. The women pointedly and plainly, through Mrs. Lowrey as spokeswoman, pictured what they had done in the past and asked point blank what assistance they could look for in the future from the supervisors.

Diagrams of scenery

They pointed out diagrams of scenery and also pointed out where movements for a city beautiful had met with good results. After their plea the committee was requested to make any requests which they desired of the board in writing.

Another incident of the meeting was the putting through of the recommendation by Mayor Lane that an office engineer be added to the city engineer's office at a salary of \$150 per month. The recommendation was made at the request of Engineer Whitehouse who pointed out that by the hiring of an office engineer that twice as much work could be done by the chief engineers, who now were also compelled to do office work.

Supervisor Quinn introduced a batch of ordinances amending the present traffic and rent vehicle ordinances but all of them were referred to committee.

No More "Horseplay"

Mayor Lane put his foot down tight last night and showed his determination to put an absolute end to any attempt at "horseplay" in the supervisors' meetings. Again and again he called members to order until toward the close of the session he had the entire board as docile as lambs.

Furthermore, the mayor informed the supervisors that in the future they shall hold committee meetings to discuss committee resolutions instead of coming into the meeting with only some of the members having seen the measures and then having the absent ones protesting. The board will meet again on the night of February 20.

hagen, London underwriters, who held the policies on the hull, are hit to the extent of \$250,000.

Heavy Losses in Harbor

In New York harbor there have been several heavy marine losses lately. The American steamer Bayview, while proceeding to Genoa with a full cargo of foodstuffs, collided with the British warship Charybdis and returned with a good part of the cargo damaged by water. The British steamer Elawick Manor, in from Calcutta, had a fire in her cargo, which was rediscovered while unloading, and the vessel had to be flooded before the blaze could be put out. The two cases alone have resulted in losses estimated at \$100,000.

The number of coastwise sailing vessels abandoned during the past few days is causing much concern among underwriters in Boston, where most of the insurance is placed. The schooner Mary L. Baxter was abandoned at sea while on a voyage from Port Tampa to Baltimore; the schooner Alice Lord was given up while bound from Jacksonville to New Bedford; the schooner George N. Reed, from New York to Tampa, was also abandoned at sea. The schooner Frederick Remond was abandoned in a sinking condition while on a voyage from Savannah to Mar for Philadelphia, while the schooner John W. Dunn became waterlogged on a voyage to Charleston from New York. The Dunn was towed into Newport News by a revenue cutter. Another schooner, towed into port by a revenue cutter after being abandoned at sea was the Warren Adams.

Two deep-sea sailing vessels were recently lost, the bark Ethel V. Boynton, bound from Mobile for Genoa, having foundered at sea, and the bark Pilgrim having a similar fate while on a voyage from Newport News to Buenos Ayres.

The number of weather damage claims which have been filed with insurance companies in the past fortnight amount to nearly a hundred. The heavy weather on the Atlantic has damaged deck stings on practically every vessel arriving at Atlantic ports since the beginning of the month. The number of vessels that have put into Bermuda, Halifax and the Azores to replenish exhausted coal bunkers is evidence of the gales which have prevailed lately on the Atlantic.

Insurance underwriters dislike to state directly that the loss experience of the last two months will result in a general advance in marine insurance rates. Underwriters are charging slightly higher rates on import cargoes, as most of the losses have been in this direction.